





# Today's Advertisements.

## POPULAR CONCERTS.

**MR. SYDNEY H. MORSE.**  
(Pupil of Mr. T. V. TWINNING.)  
with kind assistance of several Lady and Gentle-  
man Amateurs, will give a series of  
Concerts on the following  
dates:-

TO-NIGHT, August 18th, at 9 P.M.;  
at the  
**PEAK HOTEL.**  
MONDAY, August 22nd, at 9 P.M.;  
at the  
**ST. ANDREW'S HALL.**

THURSDAY, August 25th, at 9 P.M.;  
at the  
**PEAK HOTEL.**  
THURSDAY, Sept. 1st, at 9 P.M.;  
at the  
**ST. ANDREW'S HALL.**

MONDAY, September 5th, at 9 P.M.;  
at the  
**ST. ANDREW'S HALL.**

TICKETS can be obtained at Messrs. LANE,  
CRAWFORD & CO., the HONGKONG HOTEL and the  
PEAK HOTEL. PRICE \$2 each, or \$10 for a  
set of 6 tickets, available for all or any of the  
above dates.

T. V. TWINNING.  
Hongkong, 18th August, 1893. (958)

**HONGKONG CRICKET CLUB.**  
THE ANNUAL GENERAL MEETING  
will be held in the PAVILION on  
THURSDAY, the 1st September, at 4 P.M., to  
receive Report and elect office-bearers for the  
ensuing year.

JAMES A. LOWSON,  
Hon. Secretary.  
Hongkong, 18th August, 1893. (956)

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON, VIA SUEZ CANAL.  
The Company's Steamship  
"NESTOR,"  
Captain Aigult, will be despatched as above  
TO-MORROW, the 19th instant, at Daylight.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th August, 1893. (979)

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR YOKOHAMA.  
The Company's Steamship  
"TAIWAN,"  
Captain Harder, will be despatched as above  
TO-MORROW, the 19th instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th August, 1893. (974)

**NOTIFICATIONS.**  
DAKIN, CRICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

**AERATED WATERS.**  
SIMPLY AERATED WATER.  
SODA WATER.  
LEMONADE.  
GINGER ALE.  
SARSAPARILLA.  
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufacture.  
Special terms to HOTELS, CLUBS, MESSES and  
other Large Consumers.  
Any complaints should be addressed to the  
Manager.  
Hongkong, 1st March, 1897. (130)

**DENTISTRY.**  
DR. SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 8, Queen's Road Central.  
Hongkong, 9th February, 1898. (132)

**LEVY HERMANOS.**  
DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
CLIMAX, HUMBER and GLADIATOR Co., Ltd.,  
DUNLOP TYRE'S BICYCLES. PRICE \$185.  
A special reliable Watch made for this Climate.  
Quality A.....\$16  
Quality B.....\$12  
10, QUEEN'S ROAD CENTRAL,  
Opposite the Telegraph Office.

**FOR SALE.**  
A PAMPHLET containing the Series of  
Articles by the Telegraph's Special  
Correspondent entitled  
"HINDRANCES TO THE DEVELOPMENT  
OF TRADE IN KWANGTUNG  
AND KWANGSI."  
Also  
The new TRANSIT PASS RULES, providing for  
the sale of goods in route to inland markets.  
PRICE, 50 CENTS PER COPY.

"HONGKONG TELEGRAPH"  
OFFICE  
No. 6, Pedder's Hill.  
Hongkong, 18th March, 1898.

**NOTICE.**  
NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBTS contracted by the Officers or members  
of the Crews of the following Vessels during  
their stay in Hongkong Harbour:-  
BUTUAN, Spanish etc., Madruga-Braodao &  
Co.

# Intimation.



**A. S. WATSON & CO., LIMITED.**  
MANUFACTURERS OF  
**AERATED WATERS.**

AERATED WATERS of our manu-  
facture are sold throughout the  
Far East and are invariably pre-  
ferred on account of their excellence.

ABSOLUTE PURITY is guaranteed.  
The best materials only are used.

The Prices are only half those  
charged in England.

WATERS MANUFACTURED BY US are  
acknowledged by the leading English  
makers to be equal to those of their  
own production.

SIR EDWARD FRANKLAND, K.C.B.,  
D.C.L., F.R.S., &c. the greatest  
living authority on Water, reports as  
follows on the water as prepared and  
used by us in our manufacture:-  
"It possesses an extremely high de-  
gree of organic purity and is  
of most excellent quality for  
"drinking."

**A. S. WATSON & CO., LD.**  
THE HONGKONG DISPENSARY.  
ESTABLISHED A.D. 1841.  
Hongkong, 18th June, 1898. (7)

**NOTICES TO CORRESPONDENTS.**  
It is requested that all communications relating to Subscriptions,  
Advertisements, &c., be addressed to the "Manager, Hongkong  
Telegraph," and not to the Editor.  
Letters on Editorial matters to be sent to "The Editor," and  
not to individual members of the staff.  
Communications intended for publication must be accompanied  
by the name and address of the writer, not necessarily for  
publication, but as evidence of good faith.  
While the columns of the Hongkong Telegraph will always  
be open for the free discussion by correspondents of all questions  
affecting public interests, it must be distinctly understood that  
the Editor does not in any way hold himself responsible for  
opinions thus expressed.

**THE HONGKONG TELEGRAPH.**  
HONGKONG, THURSDAY, AUGUST 18, 1893.

**NOTES AND COMMENTS.**  
According to Reuter Russia has made a  
semi-official statement disclaiming all in-  
tentions of aggressions in China and stat-  
ing that she has no desire to injure the  
economic interests of Great Britain. This  
is merely what Russia invariably repeats,  
however, to all questions as to her inten-  
tions, and, despite her semi-official  
denials it generally turns out that  
Russia had certain intentions and that  
she carried them out without regard to  
the protests of other Powers. Hence we  
do not consider that Reuter's message  
indicates any abandonment of her designs  
by Russia, but simply that she is fol-  
lowing her usual policy of throwing dust  
in the eyes of Great Britain in order that  
she may be enabled to carry out her  
plans without opposition, being perfectly  
well aware that Great Britain is only too  
ready to accept assurances from any  
Power as to its peaceable intentions.

Despite this fact, however, it appears  
that the minds of the British authorities  
are not at rest. H.M.S. *Hermione* has  
been ordered north to Wei-hai-wei with  
all possible despatch, the *Albatross*  
has had her overhaul rushed through and  
is also leaving for the north, while the  
*Blenheim*, which arrived  
to-day with reliefs for the *Bayliner*,  
is to remain on the station for the time  
being, the men not being turned over to  
the battleship. The *Bayliner* is having her  
defects remedied as quickly as possible  
and is to be ready for sea with her old crew  
on board within six days. The *Panther* is  
not to make her projected trip to Batavia  
but is to stay here for the present. Our  
naval authorities are not in the habit of  
upsetting all their prearranged plans for  
nothing, and it is only to be concluded  
that the situation is graver than we have  
been led to expect. For the last few days,  
too, the Naval Yard folks have been  
exceedingly busy and to all appearances  
we are now in the midst of a war scare  
fully as strong as the last.

**WEATHER REPORT.**  
The Observatory report to-day says:-On  
the 17th at 12.30 p.m.: Gun fired. At 3 p.m.:  
The typhoon to the Southwest of Hongkong  
appears to be moving Northwest. The gale  
will probably be severe from East.  
On the 18th at 5.40 a.m.: Black Ball hoisted.  
At 10.25 a.m.: Black Ball lowered. At 11.15  
a.m.: The typhoon, moving quickly, appears  
to have entered the coast this morning between  
St. John's Island and the Lian Chau peninsula.  
The barometer has risen rapidly and is again  
normal in Hongkong. FORECAST:-S.E. winds,  
decreasing; equally, and showery at first, im-  
proving later.

# REUTER'S MESSAGES.

## RUSSIA IN CHINA.

LONDON, August 18th.

A Semi-official Russian Statement says that  
Russia is solely anxious to secure her recently  
gained advantages in the Far East, that she  
contemplates no fresh acquisitions and does not  
desire to injure the economic interests of Great  
Britain.

**THE SPANISH PRESS ON THE WAR.**  
The Madrid Press discusses the loss of Spain's  
Colonial Empire in a tone of philosophic resig-  
nation.

**LOCAL AND GENERAL.**  
THE programme of the fourth Gymkhana meet-  
ing, to be held at Happy Valley on Saturday,  
27th inst., reached this office too late for pub-  
lication in to-day's issue.

H.M.S. *Blenheim*, which arrived to-day from  
England, went ashore off Blackhead's Point  
this afternoon and cannot be floated off until  
high water, she is in no danger.

THE orders for H.M.S. *Powerful* to proceed to  
Batavia to be present at the festivities in cele-  
bration of the coronation of the Queen of the  
Netherlands have been cancelled. She will re-  
main here for the time being.

H.M.S. *Hermione* has been ordered to proceed to  
Wei-hai-wei as soon as possible and is to  
carry stores for the fleet. The overhaul of the  
*Albatross* has been cut short and she is also  
under orders for our new naval station.

WHEN the *Zofra* arrived yesterday a newspaper  
launch went off to her to bring ashore "our very  
own." An American newspaper gentleman  
accepted the general offer to come to Hongkong  
and was refused a passage. By the aid of one  
of the ship's boats and a good bicycle he beat the  
launch people by 15 minutes.

WE would remind our readers of the concert to  
be given at the Peak Hotel this evening. Mr.  
Morse will sing "A Vision," by Moore, "My  
Sweetheart when a Boy," by Morgan, "Silva  
Savala," by Bale, "Non 2 yer," by Mattel and  
"An Evening Song," by Blumenthal. Mr.  
Pollock is to give a recitation and Mrs. Bat-  
tlegate will give two piano-forte solos. Mr. S. H.  
Somerton will add to the pleasure of the concert  
with some of his fine baritone songs.

THE Norwegian barque *Fantasi*, which arrived  
at Melbourne from Fredericksburg, recently had  
a peculiar experience in the North Atlantic.  
From latitude 42deg. to latitude 46deg. north she  
was enveloped in a cloud of very fine dust, which  
was at times so thick that it was impossible to  
see a ship's length ahead, and fog signals had to  
be constantly used. When the vessel at length  
emerged from this cloud, she was entirely covered  
with dust. The sails, which had previously been  
beautifully white, were changed in colour  
to a dull brown, whilst the decks of the vessel  
were thickly coated.

A Daily Mail's New York correspondent says:-  
It is pointed out that American ships are so well  
protected by armour that not one of the Spanish  
shots did any damage. It is thought that one  
consequence of the battle will be a large crop  
of foreign orders to American shipbuilders. The  
latter can now build more cheaply than those of  
England or Germany. The *Alabama*, a first-  
class battle ship will only cost \$5,000,000, against  
the \$9,000,000 which the British *Majestic* and  
\$7,000,000 which the German *König Wilhelm*  
cost. A distinguished American officer whom I  
have interviewed said:-"Our ships are three  
times as well protected as yours; they are nearly  
as fast and they are much better armed. There  
is not a man in our fleet but feels confident that  
the *Alabama* would blow the *Majestic* out of  
water."

CAPTAIN Slocum, of Boston, whose voyage  
round the world in the tiny craft, of which he is  
owner, master, and crew, has excited consider-  
able interest in the various British colonies at  
which he has touched, writes to the London  
"Times" from St. Helena on April 20th:-"I  
sail to-day for America and home via Barbadoes.  
In a few days I shall have finished what I know  
is a very unusual voyage, but a voyage of com-  
mercial value to me. It is not the greatest show  
on earth, sort of scheme, neither is it a fine  
museum navigators. My vessel is a fine  
regulate net. Half that size would, I think, go  
round the world safely enough. If well equipped  
and sailed with good crew, and so I disclaim  
any attempt to show what may be done in the  
line of 'hardy' navigation. I have in the  
bold several tons of 'right' on ship's account,  
which will pay me ship-master's wages, and  
more, for the whole voyage. A pleasant  
voyage I have not made in my whole life. I am  
to-day 10 years younger than when I felled the  
first tree for the construction of the *Spray*."

A REGULAR old stormy petrel arrived here yester-  
day morning in the thick of the storm. It was  
Capt. O'Keefe in his fine little schooner the  
*Santa Cruz*. The genial old skipper had  
been away collecting copra at St. David's, and  
other islands near the line and was returning  
home with a full ship. When near Yap he  
met a Dutch warship and was informed of  
the war. As the schooner flies the American  
flag there was a big chance of being captured by  
the Spaniards if he headed for his own island and  
after some deliberation between Singapore and  
Hongkong he chose the latter port as his destina-  
tion. The weather was fearful outside, the little  
craft having to go under bare poles for some time.  
She weathered the blow bravely, not losing a  
sopsy yard, although at one time, the captain  
said, he would not have given "tuppence" for  
the craft or the lives of those on board. The  
captain is jovial as ever and says he has heard  
of another rebellion at Pampang. He intends to  
ship his cargo direct from here to Hamburg.  
The voyage being so unexpectedly prolonged,  
great inconvenience has been caused to Capt.  
O'Keefe and his crew.

ABOUT 11 o'clock on the night of the 7th inst.,  
a man attempted to murder a woman living at  
Kumajimura in Hyogo prefecture, Japan, but did  
not succeed in accomplishing his purpose, though  
he inflicted a serious wound. He then set fire  
to the house of the woman, and jumping into the  
flames was burnt to death. Six adjoining houses  
caught fire and were also destroyed.

A DISCOVERY of a remarkable character, and one  
which emphasises the necessity for thorough  
inspection of vessels, was made the other day  
by the Sydney *Telegraph*. In connection with  
the barque *Orellana*, now at Newcastle, by Mr.  
Thomas Brooks, Lloyd's surveyor. He was  
completing a No. 3 survey of the vessel, when,  
on removing the close lining in the after-hold,  
and applying the hammer to the cement and  
plates, the jar of the blows revealed a rivet-hole,  
three-quarters of an inch in diameter, in one of  
the plates about 3ft. from the keel. The water  
rushed in as the hull stopping of cement was  
knocked out, but the aperture was soon plugged  
up. A minute inspection of the plate led to the  
belief that the hole must have been a false one,  
originally filled up by a blind rivet, which had  
fallen out. A screw bolt was put in the hole,  
with a washer over it, and the joint made perfectly  
water tight with vulcanised India-rubber. Had  
the cement, which alone kept the ship dry, been  
knocked out of the hole at sea, the vessel would  
probably have gone to the bottom without any  
one knowing the exact reason why. It is  
astonishing that she should have continued her  
voyages during the 10 years which have elapsed  
since she was launched without the defect being  
discovered.

AMONG the recently added attractions of the  
Zoo's Corn Exhibition, London, is "Joe," the  
Polynesian Giant Chief, a Gilbert Islander  
of immense physique, whose business it is to  
amuse and instruct the public by lecturing on  
the marvellous customs he has gathered during  
his travels round the world. His accumulation  
of interesting odds and ends is really astonishing,  
and comprises a large number of the score, scalp,  
tanned human heads, war clubs, skulls, South  
Sea and work, and a comprehensive museum  
of Polynesian curios. Live many a less interest-  
ing visitor, "Joe" has been interviewed by a *San*  
representative, who was staggered to find in his  
victim "a well educated man, speaking the English  
language as fluently and correctly as the most  
excellent tutor could desire." This is not sur-  
prising, however, for "Joe," on his own con-  
fession, has been on the wallaby among white men  
since 1872, and in the show business nearly as  
long. To the interviewer, indeed, he said:-"I've  
been travelling among the whites so long that I  
have grown to thoroughly admire their manners  
and customs." "Joe's" ambition and that of  
his wife, whom he married in Australia under  
Christian auspices, is, however, to return to the  
island to spend the declining days of life, and  
there, as the schoolboy has told us, "his cus-  
toms are beautiful, and manners they have none."

AN English resident in the Canary Islands  
writes to a friend in England as follows:-"We  
are going through a beautiful time here. All  
lights are to be suppressed, and the port and  
shipping left in perfect darkness. Two nights  
ago our private house door was nearly thumped  
in by soldiers at midnight, and the womenfolk  
nearly scared to death. When I had fortified  
myself with a revolver, I learned that we were  
ordered to put out the lamps in our bedrooms,  
which are kept lighted for the children. As we  
have no shutters to our windows on the ground  
floor, we have to rig up improvised ones every  
night in the shape of tablecloths, carpets, rugs,  
or whatever is available, and cover up all the  
windows looking out on the sea. It is getting  
sleazebag, and the English are promised all  
sorts of sweet and speedy deaths later on in the  
sequence of the belief that we are at one with  
the Americans. They threaten to fire our pre-  
mises, and I don't know what all, if the Yankees  
come here. They are an ignorant, belated lot.  
It is stated that by orders from Madrid the stars  
are to be covered up, and the moon to appear  
only in the daytime, until the danger of a visit  
from the Yankees is over. The children are  
going home in June to school. Of course, we  
may all be killed by them, and the cost of school-  
ing saved. There is one British and one French  
and three Spanish war vessels in port."

At the farewell banquet given to him in London,  
Mr. T. Payroll, Agent-General for South Aus-  
tralia, said that one of his financial advisers,  
Mr. Arnold, had been of immense service to  
him. He had taught him much, and amongst  
other things a great deal of slang. (Laughter.)  
He did not mean Billingsgate, but Stock Ex-  
change slang, which, indeed, was a wonderful  
thing. (Loud laughter.) On first arriving he  
had heard of men who kept bookshops, and he  
thought to himself that there must be a great  
demand for bookshops when it was necessary to  
devote special shops to their sale. (More laugh-  
ter.) Mr. Arnold, however, soon set him right.  
"Kantango" was another very awkward word,  
and "backwardation" more extraordinary still.  
He had had some experience himself of  
going backward, and was acquainted with the  
habits of the cat, but "backwardation"  
was beyond him. So he applied to his  
counselor, who at once told him all about it.  
"Backwardation" my good fellow, said he  
"is just the opposite of Kantango." (Rounds  
of laughter.) He had heard of "bills" and  
"bears," but "stag" was a mystery to him;  
and so was "flat piece." What "options" and  
"a corner" meant he could guess; and "bores"  
was familiar, but he was rather troubled about  
"punter" and "slump." "A deal" he knew all  
about, but what was "hammered"? Undoubtedly  
there was such a thing, as the poor fellows who  
were thus operated upon too well know. Still  
more bewildering was that awful thing "dis-  
trigano." Yes, he had learned something of city  
slang, and he intended, when he got back to  
South Australia, to pour out his knowledge on  
the devoted heads of his friends. He would  
convince them that he had not lived three or  
four years in London for nothing. (Laughter.)

DURING yesterday's blow some eight or ten  
junks and dirt boats came to grief. Two of "Dr.  
Clark's" yachts "were swamped alongside Praya  
East and down West several others succumbed  
to the heavy seas. It is also reported that a  
couple of steam launches were swamped. So  
far it is not thought that there has been any loss  
of life.

SOME remarks of a Scotch Judge—Sheriff Guthrie  
of Glasgow—are likely to attract con-  
siderable attention. Here is an extract from the  
report of a case of wife assault which came  
before him recently: "The Sheriff said he was  
not one who would say that, under all circum-  
stances, it was a heinous offence, and one should  
meet with no toleration, if a man lifted his hands  
to his wife because she was misbehaving, or  
should use means of coercion if she was in the  
habit of indulging in drink, but that must be  
done in reason and moderation. If a husband  
exceeded the point of moderation in correcting  
his wife he must just take the consequences.  
The sentence would be sixty days' imprison-  
ment." We are afraid that the sheriff's conclud-  
ing remark has somewhat disconcerted the effect  
of his "reason and moderation" dictum.

AN amusing incident took place late the other  
evening at Norwich Assizes, where Mr. Justice  
Hawkins was sitting. The judge kept the court  
until nearly ten, in order to finish a long case,  
until at last the foreman of the jury plucked up  
courage to remind him that they had breakfasted  
at seven in the morning and were hungry.  
"But surely you had some lunch?" said the  
judge. "We had one half penny each,  
and some bread and cheese," said the fore-  
man, and added slyly "We have a suspi-  
cion that your lordship's lunch partakes some-  
what of the character of a dinner, while ours  
was a very meagre one." But Justice Hawkins  
emphatically denied that he took a substantial  
midday meal. "Then everyone must agree that  
your lordship is the youngest man in court,"  
said counsel, coming to the rescue of the famished  
jury, who were forthwith sent off to dinner  
without further delay.

**A STRANGE RUMOUR.**  
There has been a rumour about town yester-  
day and to-day that matters had almost come  
to the boiling point between Great Britain and  
Germany. The why or wherefore of hostilities  
did not seem to be known and people were and  
are now wondering what it is all about. One in-  
cidental story was that the *Irma* (German) had  
been sunk by the Americans in Manila Bay.  
This was utterly discredited when the *Zofra*  
came into port to-day. Then came the story  
that we had strained relations with Germany.  
This, on enquiry at reliable sources, proved to  
be utterly unauthenticated.

We hear on good authority that H.M.S.  
*Bayliner* is not to turn over her crew and that  
she is to be ready for sea in six days. H.M.S.  
*Blenheim* which has just arrived will not turn  
over her old crew and will go north imme-  
diately. The *Hermione* goes north on Tuesday.  
Enquiry at official quarters indicates that there  
is no ground for the story of a rupture with  
Germany so far.

**THE HONGKONG HOTEL COMPANY, LIMITED.**  
The ordinary meeting of shareholders of the  
Hongkong Hotel Company Limited, was held at  
the Company's Hotel to-day. Mr. Osborne pre-  
sided. There were also present Messrs. R. C.  
Wilcox, W. Patten (Directors), C. Mooney  
(Secretary), J. H. Michael, Capt. W. E. Clarke,  
Mr. Tong, W. H. Potts, J. C. Peter, W. K. Lee,  
G. C. Cox, Mr. Patten, Mr. Chang Shui, Leung Tit  
Shui, Ip Kai Fong, Ho Yau Nam, Chan Chan  
Nam, Tai Tak and Wong Kuo Fook.

The Secretary read the notice convening the  
meeting.  
The Chairman said:-With your permission  
we will accept the Report and Accounts as read.  
The profits which have been realised on the 6  
months covered by the Report are the largest,  
for any single half year, in the Company's  
history; and the Directors have to congratulate  
you on their being able to recommend a fairly  
substantial dividend after setting off an adequate  
sum for the purchase of property and allowing for  
a balance to be carried forward that will ensure  
the second half year's dividend being at least  
equal to the first. It may interest you to know,  
gentlemen, as showing the recuperative power  
of your business that since the year 1894—a  
year that proved to be the turning point between  
ruin or success—you have invested \$65,000 in  
new furniture and furnishing accessories, you  
have carried out repairs and improvements to  
your building to the extent of \$35,000, and re-  
tained the present half year you will have  
written down your assets by \$100,000, a total  
of \$174,000, equal to about one-third of your  
capital! (Applause), and the whole of this  
money, gentlemen, has come entirely out  
of profit. In place of the bankruptcy that  
stared you in the face 5 years ago, you possess  
greatly improved assets, a valuable goodwill,  
and a comfortable balance at the Bank. (Hear,  
hear.) The business of the Hotel during the  
winter season was distinctly good, and more  
than usually profitable; for in consequence of  
the depreciation of the dollar we were in a posi-  
tion to raise the charges to the travelling public  
without their feeling it. In former years the  
tourist was able for his golden sovereign, to  
command only \$5 worth of accommodation; to-  
day he is in the fortunate position of getting \$20  
worth for the same expenditure. This unfor-  
tunately cuts both ways, however, as evidenced  
by the heavy increase in the cost of our home  
purchases. Since our last meeting we have in-  
vested in steam washing machinery, which  
enables us to get the washing done on the pre-  
mises at considerably less cost than the local  
laundries would charge, and with the additional  
advantage of ensured cleanliness. We have  
also erected a steam punkah puller, a great  
improvement upon the uncertain energies  
of the average punkah coolie. In the near  
future the whole building, both inside  
and out will undergo a thorough overhaul  
and painting, and we hope by next season the  
Hotel will present a much smarter appearance,  
than it does to-day. But whilst providing for  
the onward show, we have not been unmindful  
of internal needs in the shape of up-to-date  
furnishings and other details which do so much  
for the comfort of guests and the good name of  
a Hotel. I mention this because it is well  
known to all of you, that for the successful  
conduct of their business, it is absolutely  
necessary there should be a ceaseless and often  
heavy expenditure on improvements, and often  
are prepared to pay for comfort, and it behooves  
us, therefore, whilst keeping a vigilant check

upon extravagance and waste, to stop at no  
reasonable expenditure that will yield a good  
return. Regarding the prospects of the present  
half year, the Wain the Philippines has sent  
us a number of visitors whose contributions will  
enable us to tide over the lean summer months  
and turn what hitherto been a period of loss  
into one of moderate profit—Apart from this  
wind-fall, however, you will be pleased to learn  
there seems every prospect in the future of the  
Hotel repaying the cost of the improved equip-  
ment which I think even our most hostile and  
capricious critics will concede it is entitled to.  
(Applause). If gentlemen have any questions  
to ask before moving the adoption of the  
report and accounts I shall be very happy to  
answer them.

The Chairman—here being no questions I  
beg to move the adoption of the report and  
accounts.

Mr. Cox—I have much pleasure in seconding  
it. I am sure all shareholders will see with  
satisfaction this more than satisfactory account  
and we are much indebted to the Directors for  
the success. I have much pleasure in recording  
the adoption of the report and accounts.

Mr. Ho Tung seconded the motion and Mr. Pater seconded,  
the resolution of Messrs. E. Osborne and R. C.  
Wilcox as directors.

Mr. Michael and Mr. Philipott seconded the  
re-election of Messrs. W. H. Potts and W. H.  
Gaskell as auditors.

Mr. Ho Tung said—Mr. Chairman, I am sure  
all present must be gratified to learn from your  
lips the sound position this Company has at-  
tained, and which is so plainly shown in the  
excellent report laid before us. Some of those  
present are not aware, however, as I am aware  
(having sat on the Board myself in the dark  
days of the Company) what an advance has  
been made. Five years ago, the prospect of any  
dividend being paid by this Company seemed  
very remote, and had the shareholders not the  
able efforts of the present Directors, I think  
whether such a result would have been reached  
(applause). The shares at that time might  
readily have been picked up from \$7 to \$10;  
it was a struggle to pay the interest on the  
loan; nothing had been written off for deprecia-  
tion; and the balance credit was nil. Step by  
step, however, and by rigid economies, by care-  
ful attention to the business of the Hotel, by  
prevention of loss by bad debts, by judicious  
selling of all available premises as shops,  
offices &c.; and by paying a stop to leak-  
ages in all departments, the balance on the  
wrong side was reduced, the hotel was  
gradually brought into a better condition, its  
service improved, and the place rendered more  
attractive as the directors in course of time got  
command of funds, the stock was overhauled  
and replenished and the furniture first written  
down and then added to. Thus, by degrees  
the Hotel has attained the position it now  
enjoys, that of second none in the Far East.  
All this has been effected, in spite of much  
disappointment, by undying attention to details  
of a kind calculated to try the patience of any  
business man. Your directors have cheerfully  
given up most of their spare time to this work,  
being determined to see the thing through, and  
they have succeeded. To do this they have  
been practically managers as well as directors.  
I know what all this work means, and I am  
sure that only men of vigorous health could  
attempt such labours in addition to their ordi-  
nary duties. Well, gentlemen, the bad times  
have fortunately been tide over, shares are  
now at a premium, and the Company is paying  
a dividend at the rate of 8 per cent per annum  
with a good chance of a better one to come.  
I believe all the shareholders will  
thoroughly agree with me that the time has  
arrived for some recognition on their part of the  
efforts of the Directors in achieving this result.  
You will remember that, at the last meeting, I  
referred to this matter, and then said that I  
hoped the time would come when I should be  
able to propose a bonus for the directors. I  
think, gentlemen, that time has come, and I  
now ask the Board to summon an extraordinary  
general meeting of the Company for the purpose  
of submitting to shareholders a resolution  
authorising the grant to the three existing direc-  
tors of a substantial bonus in recognition of their  
services in the past. With regard to the amount  
of the bonus I propose to consult some of the  
principal shareholders. (Applause).

The Chairman—On behalf of my co-directors  
and myself I beg to thank Mr. Cox and Mr.  
Ho Tung for the comments you have been good  
enough to make on our report, and exceedingly  
gratifying to us to note that our efforts have  
with success and it is even more gratifying to  
feel that these efforts are appreciated by the  
shareholders. We will be happy to call a meet-  
ing in which the subject will be discussed. This  
is all the business, I thank you for your atten-  
dance. Dividend warrants will be ready this  
afternoon.

The meeting then terminated.

**BILLIARDS.**  
2A SERGEANTS V. R.N. SERGEANTS.

At the R.A. Sergeants' Mess an interesting  
billiard match was begun last evening between  
R.A. and R.N. Sergeants. There was a large  
attendance and the gunners treated their guests  
to a capital supper. "McMilligan's" private  
club was on hand, and he played the  
"Cock" or "Nutmeg" a number of times  
places and out of compliment to the R.O.R.  
men present he also played "Corn Rigs  
are Bonny," the Lancaster's regimental march.  
The first pair to play were Sergt. Roberts, R.A.,  
and C. S. M. Capel, R.N. The former won by  
30. The next pair were Sergt. Beasley, R.A.,  
and Sergt. Bowry, R.N. The gunner won by  
64 points. In the third game the competitors  
were Sergt. McPhan, R.A., and Q.M.S. Stringer,  
R.N., the latter winning by 26. The best  
break of the evening was a fine 24 made by  
Sergeant Beasley. The evening's pastime was  
most enjoyable and the time was spent in a  
very agreeable manner. The next match takes  
place at the R.A.N.C. mess on Saturday night.

**"THE HONOUR OF SPAIN"**  
From the Lowlands rising high  
As the winds go wallowing by  
That of Alva's dander and  
Loud the peaceful burghers groan,  
Faint the Flemish maidens moan,  
Fire, and sword, and tears, and pain,  
Mark the honour of old Spain.

From the Inquisition's rack,  
Down the bigot's bloody track,  
Countless ghosts that shriek and quake  
Tell of knife, and cord, and stake,  
Darken hour that land e'er knew,  
In His name they rack and slow;  
By the blighting stake no plain  
Read the honour of old Spain.

On the burning stake they lie,  
Gasp for life that rot and die;  
Forms that scarce a shadow cast,  
Men from whom we shrink aghast,  
Mothers, babes, in living death,  
Struggling for the fleeting breath,  
In starvation's awful train,  
Great the honour of old Spain.



## THE WAR

## THE CAPTURE OF MANILA

WAITING FOR THE BATTLE.

(From Our Resident Correspondent)

MANILA, August 17.

This morning at eight o'clock all the ships were stopped in certain quarters of the city. All the foreign warships have been ordered to Cavite, with the exception of the *Immaculate* which is to be allowed to follow up the Spanish vessels. Some of the ships with their crews on board have gone to Cavite and others to Malabon, the clearance from the anchorage of the city commencing at 10 a.m. A Japanese war vessel was the last to go. It is significant that all French and Italian vessels go to Cavite. The *Cordoba* and *McClure* are lying at the end of the wharf and watching the likely of the vessels to come. It is thought that about 10 o'clock, though the Spaniards show no signs of giving up, at 1 p.m. the German cruiser *Iron* arrived and went over to Malabon to join her cons.

August 17.

Before five o'clock we were all quite alive and expected to see the American admiral drawn up in battle array off the city, were astonished and much disappointed to see no apparent change in the situation; everything was quiet; even the rebels seemed to have received orders to do nothing and waited long hours for something to eventually happen. Later I heard that the rebels had moved a head of cattle to come into a city for the Spaniards, and that the Spaniards were waiting for the cattle to be driven in. I was also told that a rebel chief called himself Pili had telephoned to the Governor General in Manila telling him not to call to the Americans, but to arrange with the rebels and then they would prevent the Americans from taking the city. It was funny, might have been true enough even then.

August 17.

Raining in torrents; but as the morning had been received and from all we heard the answer was "no surrender" brought that the bombardment was certain to come today. We were early astir, but only result of our vigilance was to see the *Zafiro* badly firing for the cable. A heard some fighting going forward at Santa and Santa Mesa, but it was only the capture of things, except that we saw some types of bullets into the residential parts of suburbs which made some people think that Americans were taking a hand in the game.

Aug 17th.

Launches were running all over the Bay today, and we imagined the Spaniards were waiting for the American fleet to come. The bread has given out and manila are sick from eating starchy food. Warmly long for the bombardment.

## THE BOMBARDMENT

Aug 17th.

This morning between eight and 9 o'clock there were slight signs of a break over at Cavite. The war vessels which were lying at the end of the breakwater watching the American fleet at Cavite and the Spanish fleet at Malabon. Later we saw, through a rain, a general movement amongst the American ships at Cavite and they came up slowly towards Manila and at about 9.15 they were seen in line between Malabon and the city, a bang went the first shot, which I think I fired by the *Pearl*. Three ships in addition to the *Surprise*, as I am told the *Illas* has been rechristened, were engaged firing the *Polyvina*, and we were inclined to think that the shooting was bad, for there were shots, bar one which flew over the city, all fell short. After that, however, there was nothing to complain of. The three ships fired every shell crashed into the center of the fort. Judging by the clouds of dust and debris that they raised there must have been the devil to pay there, and we were glad they were not on the spot.

The *Montevideo* was lying opposite the English Club, evidently ready in case her metal was required; but it wasn't, for she fired a shot, though doubtless she kept her eye upon the Luneta batteries and was ready to give an account of them if they had tried to fire, which they didn't.

Heavy rain interrupted the war for some minutes but the shooting did not stop and shells from the attacking land forces commenced to come in. Two hit Malabon Church and about 15 one struck the Spanish barracks. No shots were fired at the ships from the land forces came dangerously near the English Club. One ricocheted from the water on a side of the building and struck two houses the other, having passed over the top of houses.

The little *Surprise* was close to the shore opposite the *Polyvina* and was away away with her quick-firing guns in a most effective manner, her "cheek" being so commensurate upon. By 10.40 the Spanish troops commenced to retreat towards Manila, either the *Polyvina* or from the barracks, and appeared as if the shots were being fired at the *Surprise* from the spatter on the water between her and the shore, but it may only have been droppings from shells which burst in this, as several were seen to do so.

## THE AMERICANS ADVANCE

Shortly after this the American troops appeared on the other side of the city beyond the *Polyvina* close to the Spaniards. At eleven o'clock they waded through the creek and attacked the trenches, the *Surprise* lying close in and shells in front of them clear the way. Five minutes did the business as they were in possession of the trenches. The bodies of Americans could be seen coming back and the retreating Spaniards grew more numerous along the Malabon road and moved quicker, but though they replied but little the American fire never stopped. They could make a short stand now and again and a back up the shore, then they picked up their traps at the retreat. Then the rear guard was hit, fire a few more shots and march on.

At 11.25 there was a bit of a lull which we took to be a blockade of the island from Singalang. Here I would interpose there are various stories to the effect that up to this time (11.25 a.m.) no firing had taken place except from Malabon way. By noon things looked like finishing; the ships ceased firing, the Spaniards were retreating faster and the sound of street fighting was coming nearer. The American troops were coming in larger bodies filling out the beach behind the wreck of the *Don Juan*, firing up and marching in. Away along the city the rebels could be seen following on behind the Americans and it was evident that they had been ordered to wait until the job was completed, when they would be taken to. At 12.25 the last lot of Spaniards fled opposite the English Club, fired a volley up the road and then moved on while the American troops were not slow in occupying the position. From this forward the Spaniards retreated slowly to the wall.

## MANILA SURRENDERS.

At 12.30 a white flag was hoisted on the south corner of the Malabon Bay and was answered by a similar flag on the bow of a launch flying Belgian colours, which approached close to the wall. A message was taken on board the launch and then I went into the road to see the troops come in.

The regulars came first, and five big fellows they looked. It would take more than Spaniards to stop these men. To compare them with the poor, sickly and more than half starved troops opposed to them was quite enough to convince one of that. Most of them had been through the water nearly waist deep, but that did not appear to trouble them much. A good many of them were equipped as they came along, where the Spaniards were, for they did not appear to think that they had already failed the job, having expected to have a pretty stiff fight for it. As they came past, four men were left at every house flying the British flag, and these men told us that a strong force had been left to keep the rebels in check; a very wise precaution, as the few who came in with them were inclined to flourish a bit and challenge passers by and put what they called guards at several of the houses. It had not been the presence of the American troops they would not doubt have tried a bit of fooling.

## A SCENE OF CARNAGE.

In the afternoon I walked out to the *Polyvina* to see the effect of the shells on that and the trenches, and it certainly came up to more than any expectations. One of the *Olympia*'s shells had bored a small hole through the outside wall of the *Polyvina*, where it is three or four feet thick, and had burst inside, making an awful wreck. Heavy hard-wood rafters were made matchwood of, masonry was brought down in large heaps among quantities of ammunition both for cannon and rifles, and had there been more wood-work about, the small fire which was started would undoubtedly have exploded it all. As it was, the ammunition cases were burst through in places and the paper covers of the packets of Mauser cartridges burst. One dead Spanish soldier was lying on a camp bed among the ruins and many had been killed and the bodies removed. There was a heavy, sickening smell of blood all over the place.

Outside in the trenches we were taken to see the effect of shell, and it was an awful sight. Three bodies, or rather remains of bodies, were lying together in the trench. Two of them had the arms simply torn from the sockets and the heads were half carried away. In one case the face alone was left, from the brow to the neck, all the back and the head was gone. The trench had been cut of the horrors of war" and I fervently hope that it will be the last.

## AMERICAN M. NILA.

By 6 p.m. the old city had capitulated, and the "stars and stripes" was flying over the walls and was saluted by all the foreign men of war in bay. All the Spanish barracks were occupied by the Americans and the streets were guarded by splendidly behaved troops. There was not even a street row anywhere, nor the slightest sign of any trouble. In the Escolta Spanish officers were walking about carrying their swords, carriages were passing without let or hindrance, and if the cafes and some of the shops had been open and the American troops had not been in evidence, it would not have been distinguishable from the Escolta of any time during the last three months.

Just before leaving the transport *Cebu*, the Spaniards took her into the middle of the river and set fire to her, and she was soon blazing away as if the job had been thoroughly done.

## GENERAL AUGUSTIN.

Lieutenant-General Bernardino Augustin, Governor-General of the Philippines, gained his experience of war in the suppression of the last Carlist rebellion in Spain. He took an active part in the campaign which broke the power of the Carlist leaders and won for himself the reputation of being an energetic soldier, devoted to profession. He held several important commands, and at the close of the war had attained to the rank of general of division. At that time he was a comparatively young man, 31 years of age, but he has not had much experience in Spanish colonial affairs, having been appointed Governor-General of the Philippines only a few months ago.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## CRIMINAL SESSIONS.

(Before His Lordship the Chief Justice Sir W. F. Carrington, Kt., C.M.G.)

August 18th.

A QUARTER CUSTOMER. Yeung Kwai Yung was charged with maliciously wounding Wong Ti, Chan Yau and Sam Pan on 22nd July.

The Attorney General (Hon. W. M. Goodman) instructed by the Crown Solicitor (Mr. H. L. Denney) prosecuted and the prisoner, who pleaded not guilty, was undefended.

The following jury was empanelled:—C. George, C. C. Barlow, D. S. Gubbay, Ho Yuet Cho, F. J. V. Ribeiro, J. S. Perry and F. A. Xavier.

The Attorney General stated that the three complainants, who were Amoyans, came over from Singapore and arrived here on 20th July. They took up lodgings and purchased a ticket from the boarding house keeper giving them a cabin in the steamer *Haitian* which was leaving for Amoy on the 22nd July. The man Chan Yau had the ticket and he went on board being followed by the other two complainants each of whom was carrying a box of luggage. When Chan Yau got into his cabin he found the prisoner there; he spoke to him and asked him what he was doing there. The prisoner replied that he was speaking the Manchurian dialect he was not understood. Chan Yau pushed him out and then blows were struck and prisoner got a knife and stabbed him on the right knee, thigh and arm. The other two complainants came down at this point without saying anything to him and prisoner stabbed them both inflicting serious wounds. Then the prisoner stabbed himself. The police were called and all were taken to the Hospital.

Dr. Bell, in his evidence, said that prisoner was taken to the Lunatic asylum on the supposition that he was mad but careful examination by witnesses and Dr. Lawson proved that he was perfectly sane.

Prisoner was found guilty and sentenced to 12 months for the first assault and 8 months each for the other two, the sentences to be concurrent.

## ANOTHER ASSAULT CASE.

McDonnell, an unemployed seaman, who was committed for trial for indecent assault, was brought before the Court and as the Attorney General brought no information against him he was discharged.

## CASE WITHDRAWN.

McDonnell, an unemployed seaman, who was committed for trial for indecent assault, was brought before the Court and as the Attorney General brought no information against him he was discharged.

## THIS CONCLUDED THE AUGUST SESSIONS.

## RAILWAY AND MINING RIGHTS.

We cannot for a moment think that the Right Hon. G. M. Curzon is stating in the House of Commons that Great Britain regards the assurances of China respecting the Yangtze Valley as being definite and binding, wished the British public to believe him. Nor can we imagine that he can be so foolish as to believe that the undertaking of the Hankow-Peking Railway had been merely granted to a Belgian Syndicate and that Russia had no interest in the line. The Chinese Government may assure Sir Claude Macdonald that such is the case, but surely the British Minister has not swallowed this assurance as gospel. He must have warned Lord Salisbury that he had no faith in such assurances, or he is not the man we take him to be. Is Great Britain about to be again fooled by Russia as she was in the Post-Arthur and Taitenwan affairs? Will Lord Salisbury really believe any further assurance from Russia in regard to China? We regret to say we believe he will. "Once bit twice shy" will not be used as a motto by him.

A gentleman, who has spent many years north of the Great Wall writes as follows:—"It will indeed be foolish of England or any other power concerned, to allow the mining rights of the country north of the Great Wall to be handed over to Russia. Mining experts familiar with the hills of Manchuria and Jehol, know that in these there are rich mineral deposits. Gold, silver, and copper, as well as an abundance of coal are to be found all over those parts. From time to time natives do a bit of mining surreptitiously, and often with great success. Only when the officials hear of any success their demands are big enough to clear the miners of a good deal more than their profits.

A good deal of deposits of Jehol alone, might well be worth looking after. Some fairly rich seams are at present being worked by natives in a district some 250 miles west of Tongshan. If a good turn out, equaling in quality the well-known Kailap coal can be got, with the most primitive of methods and appliances, and with the mere scratching of the surface, what might the results be if modern appliances were used? The native mine-owners are in no hurry to let the foreigners, nor even their own officials know of their possessions. They are too well satisfied with the small amount of money they are getting from them of their property."

But England will be foolish, she will allow the mining right to be handed over to Russia or some other Power, and when it is too late she will protest in a mild kind of way, or send her fleet to make a demonstration, but nothing more.—*Mercury*.

## A GOLD REGION.

News from North Celebes, the golden land of promise, wears a discouraging look. Extraordinary gold discoveries there have drawn public attention to the country and large amounts of capital have been invested in mining enterprises in that quarter. The difficulty in mining in that region arises from the mountainous and thinly populated nature of the country. The interior, almost unexplored, is traversed by steep mountains and covered with thick forests. The scanty population mainly clusters on the seacoast. The interior has hardly any inhabitants. Explorers there must take their own food supplies. A thick layer of decaying vegetation covers the dense jungle is another formidable difficulty. For all that, the larger portion of North Celebes is parcelled out into concession grounds, lying very often in unbroken wilds. The Government has attached to prospecting licenses the restriction that the prospectors must start work within a year. The result is that the country is, as it were, overrun by prospecting parties hastening to begin on promising spots. Many of these expeditions are said to be so badly equipped and found that failure is almost certain. Fewer parties think of bringing workmen with them to make up for the scanty labour resources of the land. Though the country presents extraordinary difficulties in the way of prospecting, yet one sees clever planters, journalists and men of almost every calling, sometimes without even the aid of prospectors, conducting mining searches. Experienced and qualified engineers seem often to be the last persons thought of. All the ailes from last grasping at concessions without inquiry, and headlong starting of syndicates without safeguards. Share speculation seems to be the main line, real prospecting taking second place. Money has been freely wasted, and there is every prospect of a crash coming. At present, the "boom" runs to the fact that schemes for railway construction there find favour.

## NOTANDA.

## CALENDAR.

## AUGUST.

Meteorological means based on ten years' observations to 1895.

Barometer ..... 29.762  
Thermometer ..... 80.0  
Humidity ..... 83  
Rainfall ..... 13.89

## TO-DAY.

WEATHER REPORT. On date at On date at  
Barometer ..... 29.80 29.79  
Thermometer ..... 82 82  
Humidity ..... 81 80  
Rainfall ..... 1.01

## TO-DAY.

Thursday, 18th August, 1898.

Chinese—End of 7th moon of 24th year of Kuang-shi.  
Sun—Rises ..... 5hr. 30min.  
Sets ..... 6hr. 25min.  
High water—Morning ..... 9hr. 1min.  
Afternoon ..... 10hr. 10min.  
Low water—Morning ..... 8hr. 15min.  
Afternoon ..... 4hr. 1min.

## ANNIVERSARIES.

1834—Lord Napier ordered to leave Canton by the Viceroy.  
1858—Treaty with Japan signed.  
1863—Great fire in Hongkong.  
1870—Battle of Gravelotte.

## TO-MORROW.

Friday, 19th August, 1898.

(St. Lawrence)

Chinese—End of 7th moon of 24th year of Kuang-shi.

Fête of the god of wealth.  
Sun—Rises ..... 5hr. 30min.  
Sets ..... 6hr. 25min.  
Moon—In Equator 6hr. p.m.  
High water—Morning ..... 9hr. 1min.  
Afternoon ..... 10hr. 10min.  
Low water—Morning ..... 8hr. 15min.  
Afternoon ..... 4hr. 1min.

## ANNIVERSARIES.

1892—The S.S. *Albatross* sank at her moorings in Kobe Harbour.

## SHIPPING AND MAIL NEWS.

## MAILS DUE:

English (*Sutley*) to-morrow.  
Indian (*Catherine Ahear*) 21st inst.  
Canadian (*Empress of India*) 23rd inst.  
American (*Goshawk*) 24th inst.  
German (*Prinzess*) 24th inst.  
American (*Astic*) 2nd prox.  
American (*Doric*) 10th prox.

The P. & O. steamer *Ceylon* from China, arrived in London yesterday morning, the 17th inst.

The Canadian Pacific Railway Co.'s steamer *Empress of India* arrived at Kobe at 6 a.m. on Tuesday, the 16th, and left again at 5 p.m. for Shanghai, where she is due to arrive at 3.30 a.m. on Saturday, the 20th inst.

The Canadian Pacific Railway Co.'s steamer *Empress of China* arrived at Kobe at 10 p.m. on Tuesday, the 16th, and left again at noon yesterday, the 17th, for Yokohama, where she is due to arrive at 10.30 a.m. to-day, the 18th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

| Ship            | From         | To           |
|-----------------|--------------|--------------|
| <i>Chusan</i>   | Kowloon Dock | "            |
| <i>Natuna</i>   | "            | "            |
| <i>Ningchow</i> | "            | "            |
| <i>Mongkut</i>  | "            | Cosmopolitan |

## PASSED THE CANAL.

OUTWARD—*Kharon*, October 7th, 22nd; *Chassi*, *Ashlon*, *Morav*, *Nijaf*, *Nouvo*, 26th; *Manila*, *Crysl*, *Mourine*, *Tyrtis* 30th. *Glenkil*, *Alisa* August and *Formosa*, *Monmouth*, *Antior*, *Kowang*, *Leas* 31st. *Glavin*, *Indralma* 9th; *Natal*, *Blatshir*, *Undenlad* 12th.

## HOMEWARD—Bayern August 12th.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites acts both as food and medicine. It not only gives flesh and strength by virtue of its own nutritious properties, but creates an appetite for food that builds up the wasted body. Read the following:—"Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to consumptive patients and have been delighted with the results obtained. It is pleasant to the taste and can be borne by the most sensitive stomach."—E. A. RODWILL, M.D., Butter-Knowle, Darlington. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—*Advt.*

## Intimations.

## HONGKONG AND SHANGHAI BANKING CORPORATION

THE DIVIDEND declared for the Half Year ending 30th June last at the rate of ONE POUND AND FIVE SHILLINGS STG. per SHARE of £125 is PAYABLE on and after MONDAY, the 15th day of August current at the OFFICES of the Corporation, where SHAREHOLDERS are requested to apply for WARRANTS.

By Order of the Court of Directors.  
T. JACKSON,  
Chief Manager.  
Hongkong, 13th August, 1898. [978]

## GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a SECOND and FINAL CALL of ONE DOLLAR AND FIFTY CENTS (\$1.50) per Share has been made in respect of the Shares in the above-named Company not fully paid up and that such call is PAYABLE on the 1st day of September next, to the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong.

## FULLY PAID-UP SHARE CERTIFICATES

will be given in exchange for the Provisional Scrip and Receipt for the Call at present in circulation.

## LUTGENS, EINSMANN &amp; CO., General Agents.

Hongkong, 30th July, 1898. [923]

## ANTI CORROSION.

## ANTI FOULING.

## MANUFACTORY

## OIL PAINTS and COLOUR-WASH

PREPARED IN ALL COLOURS TO SUIT PAINTERS.

## GENERAL AGENCY.

BAILEY'S ENGINEERING AGENCY, 17, PRAYA CENTRAL.

Hongkong, 14th May, 1898. [29]

## CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China, LUTGENS, EINSMANN & Co.

Hongkong, 11th September 1896. [19]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any FAVOUR, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1893. [490]

## Intimations.

## THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

## HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$30 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

## ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

## F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

## SOLE AGENTS FOR HARTMAN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1898. [39]

## DUMINY &amp; CO. CHAMPAGNE EXTRA DRY

Carte D'Or 800

Carte Blanche

Billery 800

Dom 800

Apply to Messrs. DODWELL, CARLILL & CO., HONGKONG.

AGENTS FOR M. OPPENHEIMER & Co., Paris.

## THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39]

## TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of WEBSTER'S DICTIONARY.

At the office of the *Hongkong Telegraph* you can see, and procure for SIX DOLLARS, a Copy of the *Webster's Dictionary*, the latest and most emphatic proof that *Latin* makes *Latin*.

Hongkong, 22nd April, 1893. [490]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SOCOTRA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, ex S.S. B.I.S.N. or R.P.S.N. Co.'s Steamers.

From Madras, ex S.S. *Lordiana*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 18th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H.



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.                   | DESTINATIONS.   | SAILING DATES.                     |
|-----------------------------|---|------------------------------------|
| TAMPA MARU<br>H. Barnes     | KOBE AND YOKOHAMA   | WEDNESDAY, 24th August, at 4 P.M.  |
| OMI MARU<br>C. Young        | THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY, BRISBANE, SYDNEY & MELBOURNE                     | FRIDAY, 26th August, at 4 P.M.     |
| TOKIO MARU<br>E. W. Haswell | NAGASAKI, KOBE & YOKOHAMA   | MONDAY, 29th August, at 4 P.M.     |
| TOSA MARU<br>C. Hilcock     | MARSEILLES, LONDON, NEWCASTLE, and ANTWERP, via SINGAPORE, PENANG, COLOMB, and PORT SAID. | THURSDAY, 1st September, at 4 P.M. |
| SAGAMI MARU<br>T. Murai     | VLADIVOSTOCK, via SHANGHAI, CHIFOO, CHENULPOO, NAGASAKI, FUSAN and GENSAN.                | FRIDAY, 2nd September, at Noon.    |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 16th August, 1898.

A. S. MIHARA,

Manager.

[6]

Dr. KNORR'S  
ANTIPYRINE

patented  
"LION BRAND."  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN

(Registered Trade Mark).  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS.

[34]

NOTICE.  
THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

**JEYES FLUID**  
THE BEST  
DISINFECTANT  
SOAP.  
AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings  
Hongkong, 9th March, 1897.

**CHS. J. GAUPP & CO.**  
CHRONOMETER, WATCH AND CLOCK  
MAKERS, JEWELLERS, SILVER-  
SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' watches,  
awarded the highest prizes at every Exhibition,  
and for "Voyageur" and "Soleil"  
celebrated OPERA GLASSES,  
MARINE GLASSES, and OPERA GLASSES.  
Nos. 14 & 16, Queen's Road Central.

**MEE CHEUNG**  
PHOTOGRAPHER.  
TOP FLOOR OF 103 HOUSE, 103  
HUTCHINSON ROAD.  
IS now in a position, in his new and Com-  
modious Premises, to equip, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTISED  
in the Colony or to any part of the Empire.  
GROUPS AND VIEWS  
at a special price.  
Hongkong, 22nd September, 1898.

**SIEN TING**  
SURGEON DENTIST.  
No. 10, D'ARCY STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 17th September, 1898.

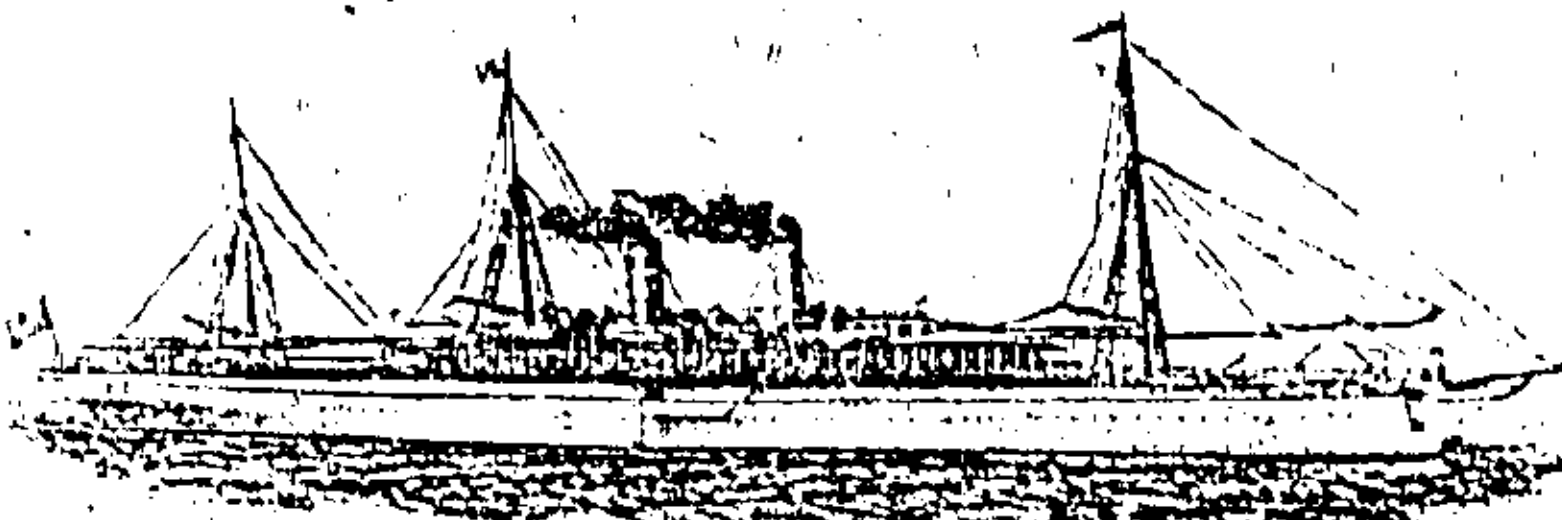
**GRIMAULT'S SYRUP**  
OF  
**HYPO-PHOSPHITE OF LIME**  
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-  
sumption, Obsolete Coughs or  
Colds and those affected with diseases  
of the Chest, Lungs, and Bronchial  
Tubes, should take  
**GRIMAULT'S SYRUP-HYPO-PHOSPHITE OF LIME**  
Prescribed by the leading medical authori-  
ties in all countries for the last twenty-  
five years with the greatest success, it  
continues to retain its reputation where  
all other medicines have failed.  
Grimault's Syrup immediately arrests  
the Cough, Spitting of blood and Night-  
sweats, and the Appetite improves rap-  
idly—a fact soon demonstrated by an in-  
crease of weight and healthy appearance.  
Grimault's Syrup has a rose colour,  
and is sold in flat oval bottles. Beware  
of imitations.  
**GRIMAULT & Co., Paris, Ltd by all Chemists**

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

**EMPRESS OF INDIA**...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st Aug., 1898.  
**EMPRESS OF JAPAN**...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.  
**EMPRESS OF CHINA**...Comdr. R. Archibald, R.N.R...WEDNESDAY, 26th Oct., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Paddis' Street.

Hongkong, 10th August, 1898.

## Shipping.

## STEAMERS.

**OCEAN STEAMSHIP COMPANY.**  
FOR AMOY.  
THE Company's Steamship  
"BELLEROPHON,"  
Captain Peters, will be despatched TO-  
MORROW, the 19th instant, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th August, 1898. [994]

**DOUGLAS-STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND TAIWANFOO.  
THE Company's Steamship  
"KONGBENG,"  
Captain Joslin, will be despatched for the  
above Ports, TO-MORROW, the 19th instant,  
at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARPAK & Co.,  
General Managers.  
Hongkong, 18th August, 1898. [995]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR TIENTSIN.  
THE Company's Steamship  
"KWEIYANG,"  
Captain Osterhage, will be despatched as above  
TO-MORROW, the 19th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 13th August, 1898. [995]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR MANILA.  
THE Company's Steamship  
"SUNGKIANG,"  
Captain Rendie, will be despatched as above  
on SATURDAY, the 20th instant, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th August, 1898. [992]

**MOGUL-WARRACK-MILBURN LINE.**  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Company's Steamship  
"SIKH,"  
will sail about the 21st August, 1898.  
S.S. "MACDUFF".....about 15th Sept., 1898.  
S.S. "CHAZEE"....." 30th Sept., 1898.  
S.S. "LENNOX"....." 15th Oct., 1898.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 3rd August, 1898. [723]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR NAGASAKI AND VLADIVOSTOCK.  
THE Company's Steamship  
"SECHUEN,"  
Captain Pennefather, will be despatched as above  
on MONDAY, the 22nd instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th August, 1898. [993]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR MANILA (DIRECT).  
THE Company's Steamship  
"TAISANG,"  
Captain Sewer, will be despatched as above  
on MONDAY, the 22nd instant, at Noon.  
This Steamer has Superior Accommodation  
for First-class Passengers.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 16th August, 1898. [988]

**FOR NEW YORK, VIA SUEZ CANAL.**  
THE Company's Steamship  
"LIV,"  
will be despatched as above on or about  
the 25th instant.  
For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 16th August, 1898. [989]

OCCIDENTAL & ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
"Gaelic" (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu).....  
Thursday, 1st Sept.,  
at Noon.  
"Doris" (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu).....  
Tuesday, 10th Sept.,  
at Noon.  
"Belge" (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu).....  
Tuesday, 11th Oct.,  
at Noon.

THE Company's Steamship  
"GAELIC,"  
will be despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI, KOBE, IN-  
LAND SEA, YOKOHAMA AND HONOLULU,  
on THURSDAY, the 1st September, at Noon.  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates, and particu-  
lars of the various Routes may be obtained  
upon application.

Special rates (First-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.  
Passengers who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.

All Parcel Packages should be marked to  
address to full name and will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.  
Consular Invoices to accompany Cargo de-  
signed to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.  
J. S. VAN BUREN, Agent.  
Hongkong, 13th August 1898. [982]

**SAILING VESSELS.**  
FOR NEW YORK.  
THE "A. J. Norwegian" 900.  
"PRINCE ARTHUR."  
Captain Olsen, having arrived will load here for  
the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 12th July, 1898. [983]

FOR SAN FRANCISCO.  
THE 100 A British Ship.  
"HAWTHORNHANK,"  
Greig, Master, now loading here for the above  
port and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 14th July, 1898. [744]

TO THE DEAF!  
A RICH LADY cured of her deafness and  
notes in the Head by Dr. NICHOLSON'S  
Artificial Ear Drum sent 2/6 to his Institute  
so that Deaf Persons who have not the means  
to procure the Ear Drum may have them free.  
Apply by letter to—C. G. BRIGG, Secretary,  
54, Bow Lane London, E.C. [72]

## Intimation.

HAMBURG  
AMERICA LINE.  
(East Asiatic Service.)NORTH  
GERMAN LLOYD.  
(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL,  
GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG,  
SUBJECT TO ALTERATION.

| STEAMERS.    | DESTINATION.                           | SAILING DATES.        |
|--------------|--|-----------------------|
| ARABIA.....  | LONDON, HAMBURG & ANTWERP, VIA COLOMB. | About 16th August.    |
| ARCADIA..... | LONDON, HAMBURG & ANTWERP.             | About 1st September.  |
| BARNIA.....  | HAVRE AND HAMBURG.                     | About 15th September. |
| SUEVIA.....  | HAVRE AND HAMBURG.                     | About 21st September. |

\* This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.  
For further particulars as to Freight, Passage, &c., apply

CARLOWITZ & Co.,  
Agents.

Hongkong, 15th August, 1898.

## Mails.

NORTHERN PACIFIC  
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Columbia | 2,605 | A. Gow ..... | Aug. 23.  
Tacoma..... | 2,540 | A. Dixon ..... | Sept. 17.  
Victoria | 3,167 | J. Truebridge ..... | Sept. 27.  
Olympia | 2,608 | T. H. Dobson ..... | Oct. 22.

ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION  
COMPANY.

Mogul ..... | 3,654 | W. H. Wright ..... | Sept. 10.  
Bramar ..... | 3,601 | E. Porter ..... | Oct. 5.  
THE attention of Passengers is directed to  
the very cheap rates offered by this Line,  
HONGKONG TO LONDON £47.  
Excellent accommodation. First-class Table,  
Doctor and Stewardess carried.  
HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on  
the American Continent. A magnificent scenery  
of the ROCKY AND CASCADE MOUNTAINS. THE  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.  
Rates of Passage to other Points on application.  
Special rates allowed to members of Govern-  
ment Services.  
Through Bills of Lading issued to Pacific  
Coast Ports, and to Canadian and United  
States Ports.

Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Portland,  
Or., (whichever may be the destination of the  
Steamer).  
Parcels must be sent to our Office (with address  
marked in full) by 5 P.M. on the day previous to  
sailing.  
For further information apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 8th August, 1898. [984]

## NORDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG;  
PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia ..... | Wednesday | 14th Sept.  
Darmstadt ..... | Wednesday | 12th Oct.  
Sachsen ..... | Wednesday | 9th Nov.  
Bayern ..... | Wednesday | 7th Dec.  
Prins Heinrich ..... | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 14th day of Sept.,  
1898, at 9 A.M., the Company's Steamship  
"PREUSSEN," Captain Heinke, with MAILED  
PASSENGERS, SPECIE & CARGO, will leave  
this Port as above, calling at NAPLES and  
GENOA.

Shipping Orders will be granted till NOON on  
MONDAY, the 12th September. Cargo and Specie  
will be received on board until 5 P.M. on TUESDAY  
the 13th Sept., and Parcels will be received at  
the Agency's Office until NOON on TUESDAY, the  
13th Sept. Contents of Packages are required.  
No Parcel Receipts will be signed for less than  
£2.50 and Parcels should not exceed Two Feet  
Cubic Measurement.

The Steamer has splendid Accommodation  
and carries a Doctor and a Stewardess.  
Linen can be washed on board.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 18th August, 1898. [995]

## Mails.

THE PINSULAR AND ORIENTAL  
STEAMSHIP COMPANY.STEAM FOR  
STRAITS, SYLON, AUSTRALIA, INDIA,  
ADEN, GYF, MEDITERRANEAN  
PORTS, LONDON AND LONDON.(Through & of Lading issued for BATAVIA,  
PENANG, GULF, CONTINENTAL AND  
AMERICAN PORTS.)

## THE Steamship

"PARRAMATTA,"  
Captain C. Preston, R.N.R., carrying Her  
Majesty's Mail, will be despatched from this  
for BOMBAY &c., on SATURDAY, the 20th  
instant, at Noon, taking Passengers and Cargo  
for the above.

Silk and Fabrics, all Cargo for France and  
Tea for Lvon (under arrangement) will be  
transhipped Colombo into a steamer proceed-  
ing direct to India and London; other Cargo  
for London, will be conveyed via Bombay.  
Parcels received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all packages are required.  
Shippers particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.  
For further particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, August, 1898. [985]

## U. MAIL LINE.

PACIFIC MAIL STEAM-  
SHIP COMPANY.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"Aztec" (via Naha, Saturday, 10th Sept.,  
Kobe & Yokohama) at Noon.

## THE U.S. Steamship

"AZTEC,"  
will be despatched for SAN FRANCISCO, via  
NAGASAKI, KOBE AND YOKOHAMA on  
SATURDAY, the 10th September, at Noon,  
taking Passengers and Freight for Japan, the  
United States, &c.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers, and the principal cities of the  
United States or Canada. Rates may be  
obtained on application.

Passengers hold Orders FOR OVERLAND  
CITIES in the United States have, between  
SAN FRANCISCO and CHICAGO, the option  
of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and  
RIO GRANDE, and other direct connecting  
Railways, and from Chicago to destination the  
choice of direct line.

Particulars of the various routes can be  
had on application.  
Special rates (6. class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, and other Inland Cities  
of the United States, via Overland Railways,  
to Havana, Trinidad and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages will  
be received at the Office until 5 P.M. same day;  
all Parcel Packages should be marked to ad-  
dress in full; value of same is required.

Consular Invoices to accompany Cargo des-  
tined to San Francisco, in the  
United States, should be sent to the Company's  
Office in San Francisco, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 13 August, 1898. [986]

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